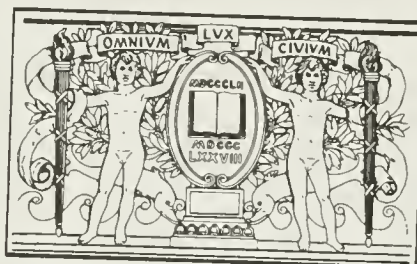


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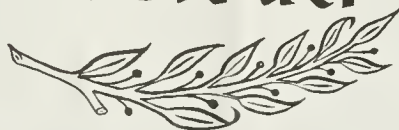
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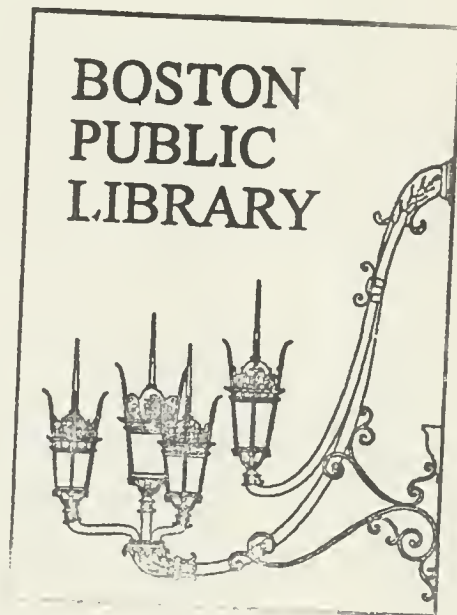
JUNG/BRANNEN ASSOCIATES, INC.

KINGSTON/BEDFORD DEVELOPMENT PLAN

BOSTON, MASSACHUSETTS      11 July, 1988

METROPOLITAN/COLUMBIA PLAZA VENTURES, DEVELOPER

YU SING JUNG, JUNG/BRANNEN ASSOCIATES, INC. ARCHITECTS





KINGSTON/BEDFORD

J/B 88024.3E

JULY 11, 1988

PROJECT DESCRIPTION            PAGES 1-3

SCHEDULE A - COMPUTATION OF PERMISSIBLE GROSS FLOOR AREA            PAGES 1-2

DRAWING LIST

1. Site Plan
2. Parking Level One
3. Parking Level Typical Floor
4. Ground Floor Plan
5. Second Floor Plan
6. Typical Floor Plans
7. South Elevation - Essex Street
8. West Elevation - Kingston Street
9. North Elevation - Bedford Street
10. East Elevation - Lincoln Street
11. Section A-A Looking North
12. Section B-B Looking West
13. Section C-C Looking South
14. Eye Level Perspective

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KINGSTON/BEDFORD

J/B 88024.3E

PROJECT DESCRIPTION

July 11, 1988

The proposed project consists of the construction of a new mixed-use building in the area bounded by Kingston, Bedford, Lincoln and Essex Streets (excepting the portion covered by the Bedford Building at the corner of Lincoln and Bedford Streets.) This project area currently consists of two blocks separated by Columbia Street which will be discontinued to become a part of the project site. The project design is based on the anticipated widening of Essex Street to accommodate two-way traffic between Lincoln and Kingston Streets.

The existing 10-story, 550-car Kingston/Bedford Garage structure and two surface parking lots for 266 cars will be demolished and replaced with five levels of underground parking for 873 cars, to serve both public and tenant parking needs. Garage access/egress will be via a two-lane ramp on Kingston Street, plus a single access ramp on Lincoln Street reversible to egress during PM peak hours. A central five-bay loading dock area at Mezzanine level permits direct access to Service Elevators. Electrical, Mechanical and Building Service spaces are located on the first Parking Level. In order to provide the maximum number of spaces, Parking Levels extend beyond the property lines on Bedford, Kingston, and Essex Streets; a legal arrangement with the City must therefore be concluded.

The widening of Essex Street will require the removal of the existing building at 88-100 Kingston Street. The proposed design is also based on the removal of the existing neighboring structure at 80-86 Kingston Street - which, were it to remain, would not allow proper vehicular





Kingston/Bedford Project Description

July 11, 1988

Page 2

access from Kingston Street for parking and service, a functional Garage layout, or a Plaza facing the Chinese Community at the Kingston/Essex corner, (its most desirable location). Both of the existing buildings contain five stories and a Basement.

In addition to the open Plaza and a building entrance from it, the urban design criteria for the project include building entrances at the corner of Bedford and Kingston Streets, mid-block on Bedford Street as a continuation of the Pedestrian Passage through 99 Summer Street, mid-block on Lincoln Street as a continuation of the Pedestrian Passage through 125 Summer Street, and at the corner of Lincoln and Essex Streets as the major entrance into the Office Tower Lobby. All of these entrances are connected by internal Ground Floor passages lined by Retail to the greatest extent possible, which make it possible to enter and exit the building in any direction. Because of a 7.5' variation in grade between Bedford and Essex Streets, the internal spaces have been placed at two elevations, with a 4' difference between them.

The proposed design places the highest part of the Office Tower (within the allowed 400' height limit) at the Lincoln/Essex corner in order to minimize the bulk towards Chinatown; a lower West wing 310' high, set back from Essex Street and with a stepped configuration, makes the transition to a 9-story (126' high) podium whose upper four floors are set back so as to maintain the five-story roof line of neighboring buildings. Similarly, cornice lines of adjoining towers are reflected in the tower massing. An eight-story sky-lit Atrium at the second floor, open to the central Ground Floor area at the juncture of four of the passages, is the major public space of the project; at the upper levels, connecting bridges through this Atrium are a part of the podium floor circulation.



Kingston/Bedford Project Description

July 11, 1988

Page 3

The project will be constructed with either a concrete or steel frame, with concrete or metal-and-concrete floor construction. Exterior cladding will be a combination of granite and precast concrete at Floors 1-5, precast concrete at Floors 6-19/29, and glass in metal framing in a stepped configuration at the upper levels of each Tower section, to help reduce visually the more solid promotion of the building. Cooling towers and roof-level mechanical and elevator spaces will be recessed into the stepped top. Punched windows of Low E glass will be predominant, with 2-story bay windows providing visual accents at both lower and upper floors.

A two-story arcade along Essex Street shields the Lobby glass wall against the South sun, and creates a pedestrian shelter against wind and weather. To its west, a colonnade gives a sense of enclosure to the Plaza entered through a moon-gate where undulating planters and freestanding tables and chairs encourage community interaction. The outdoor space leading from Bedford Street to the building entrance will have a more formal landscaping treatment of trees, paving, and fountains.

The completed project will house commercial office space above Level 2, Retail, Lobby and Passage space at Ground Level, Restaurant or other public use around the Atrium, and Parking below grade.

The concept as presented on the accompanying drawings indicates steel construction, with a total gross floor area of 958,000 s.f. Because of lower floor-to-floor height, the identical scheme in concrete construction (within the same height limit) would result in a total gross floor area of 1,017,000 s.f. Based on the attached Schedule A, the permissible gross floor area under FAR 15 is 1,079,000 s.f.



KINGSTON/BEDFORD

J/B 88024.3E

SCHEDULE A

COMPUTATION OF PERMISSIBLE GROSS FLOOR AREA

July 11, 1988

Assume FAR 15

Maximum Height 400'

Approximate Site Area

|                  |            |
|------------------|------------|
| Parcel A         | 26889      |
| Parcel B (2)     | 19695      |
| Parcel C (1) (2) | 8024       |
| Parcel D (1)     | 7216       |
| Parcel E (1) (2) | 5196       |
| Parcel 4         | 4290       |
| Parcel 5         | <u>638</u> |
|                  | 71948      |

$\text{FAR } 15 \times 71948 = 1,079,220 \text{ S.F.}$

(1) Assumed to be a part of development site as anticipated by BRA.

(2) Area excludes portion of site required for Essex Street widening to accommodate four 12' lanes and a 6' median strip

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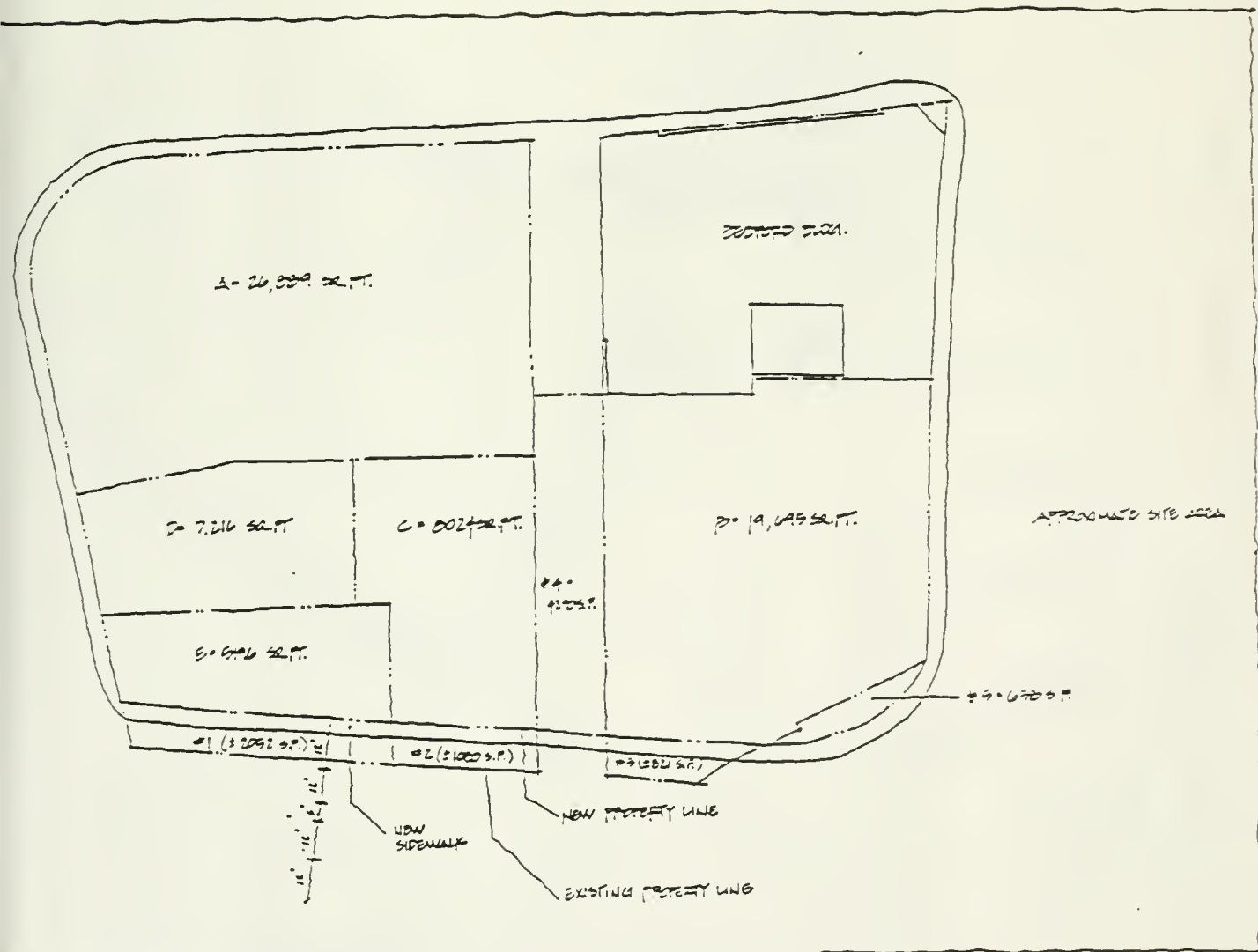
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SCHEDULE A - COMPUTATION OF PERMISSIBLE GROSS FLOOR AREA

JULY 11, 1988

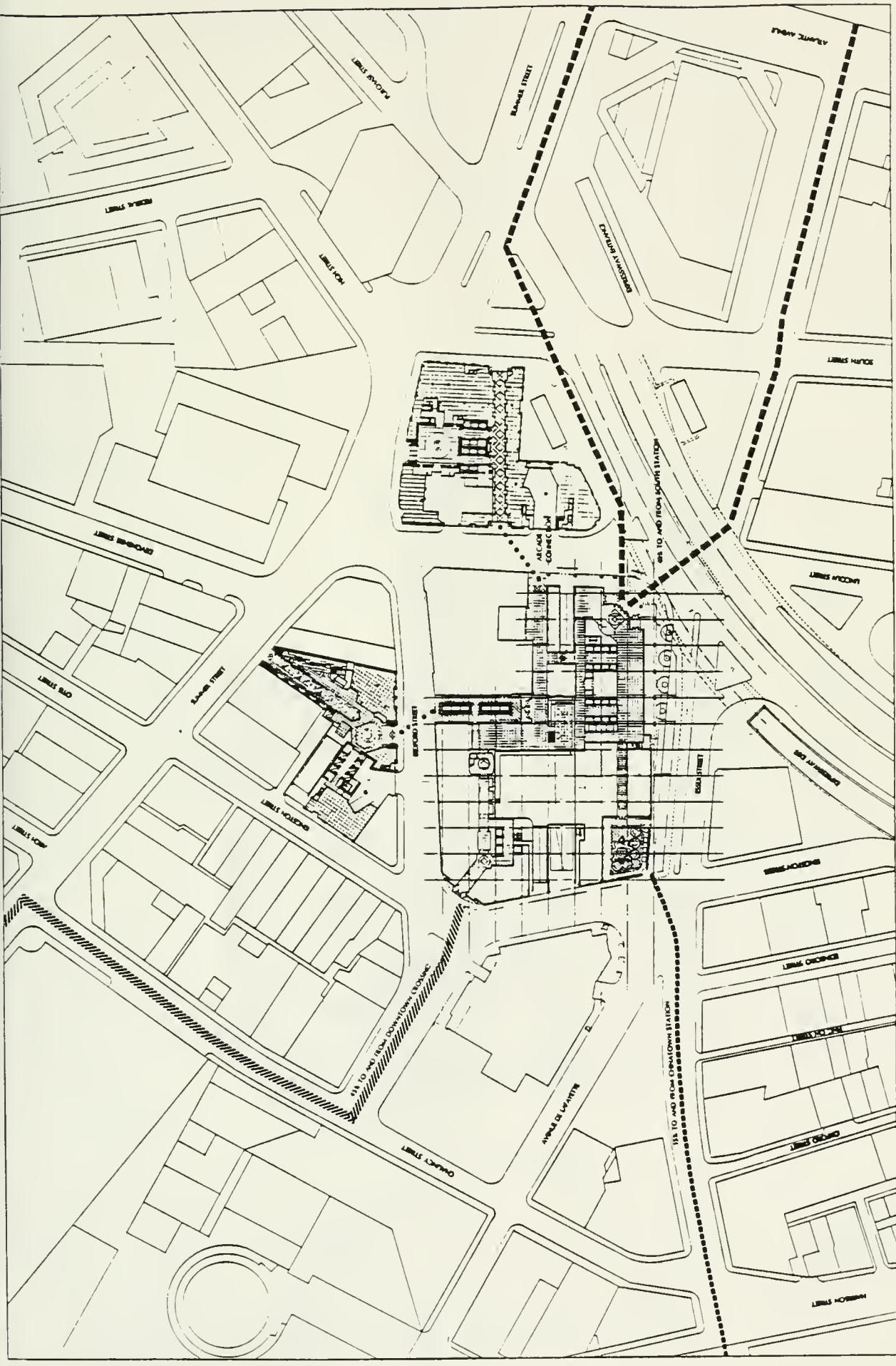
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## SITE PARCELIZATION

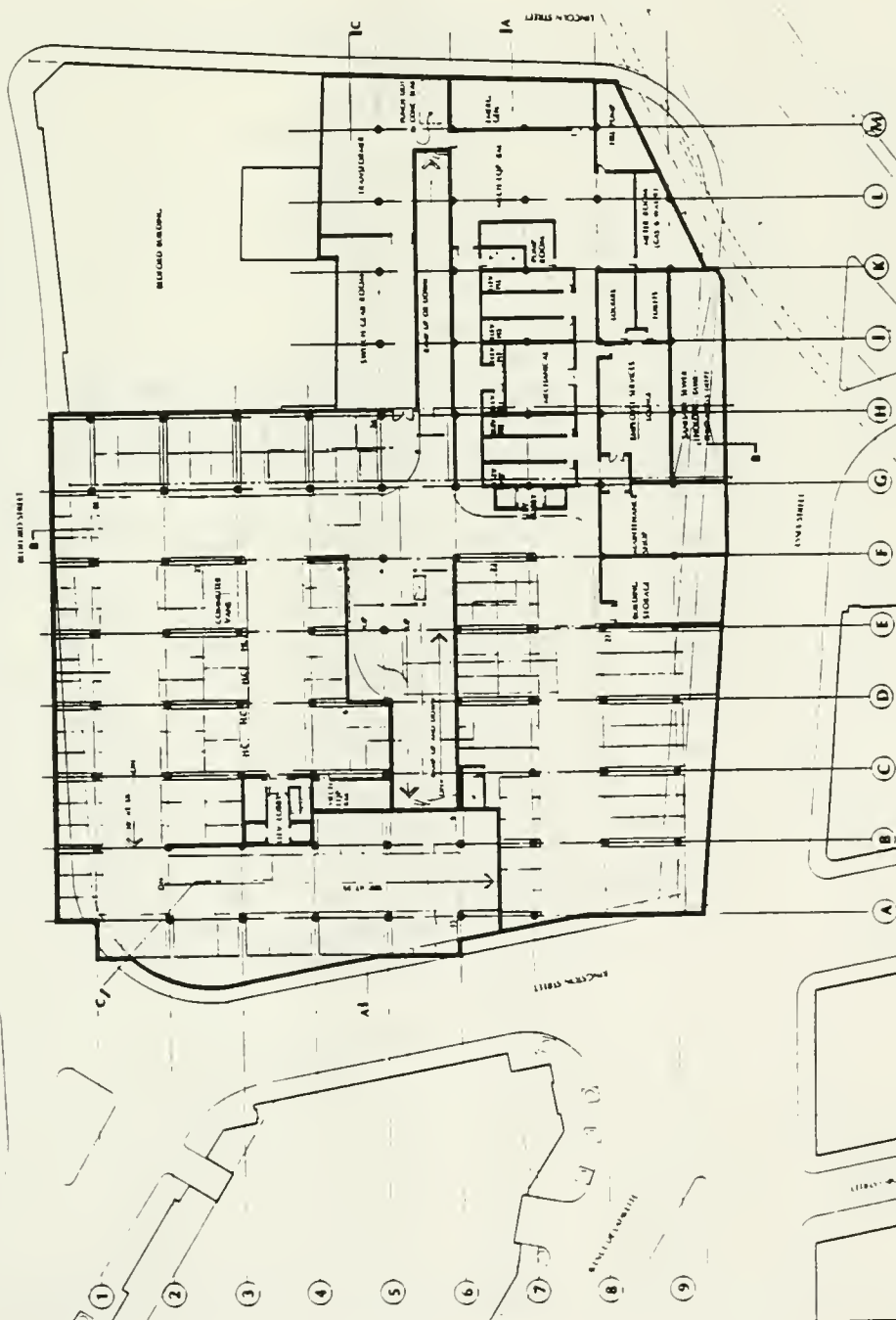




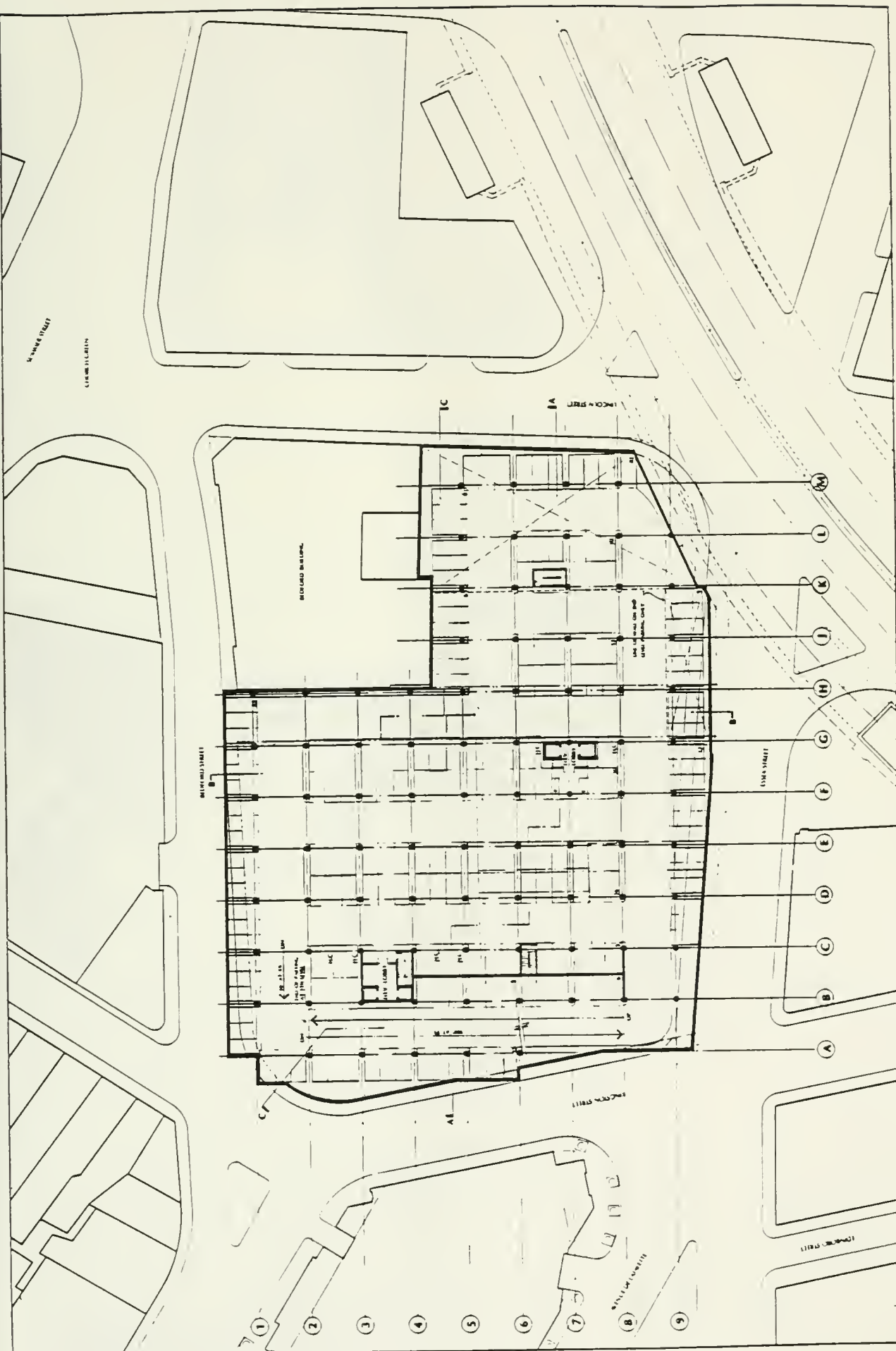






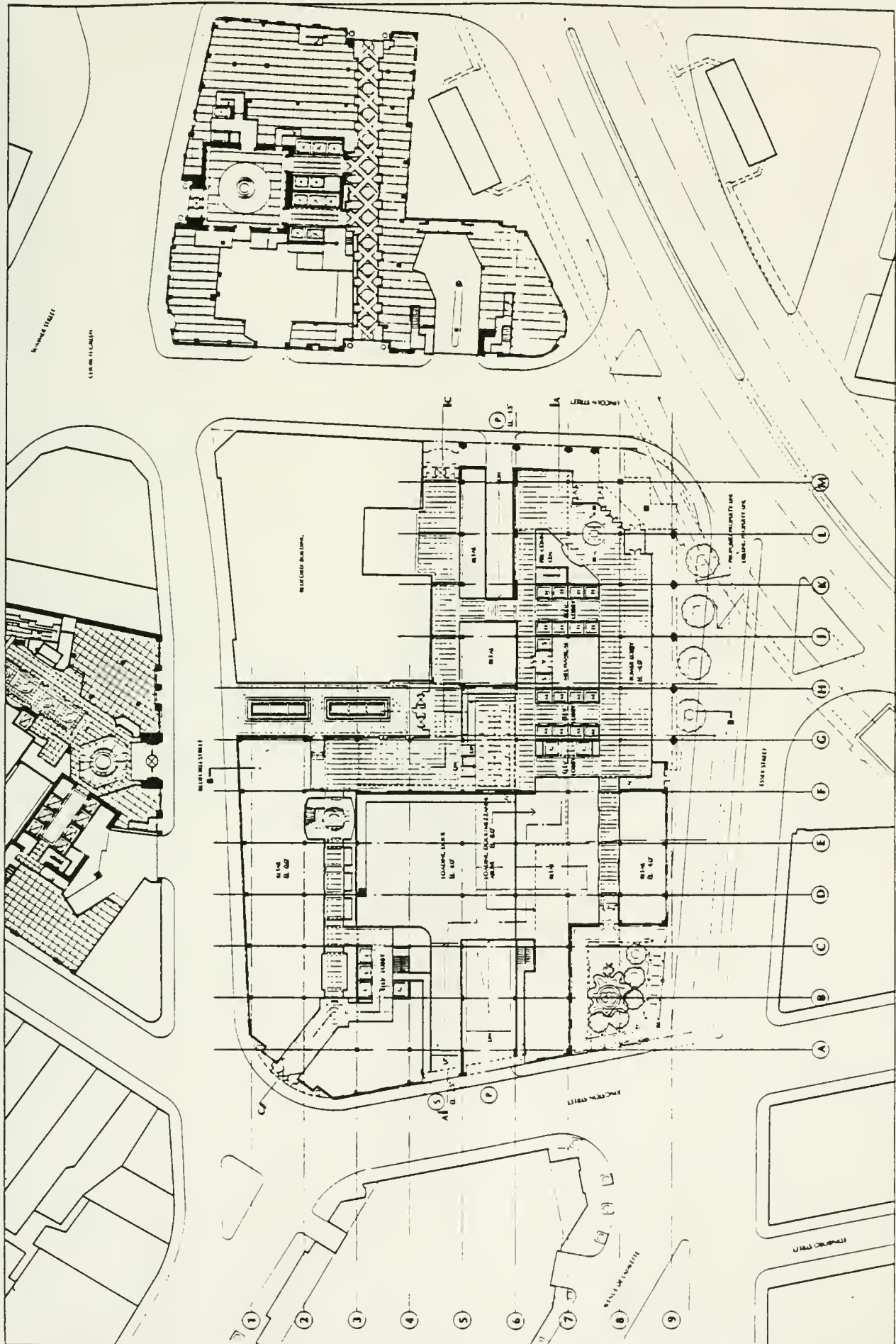






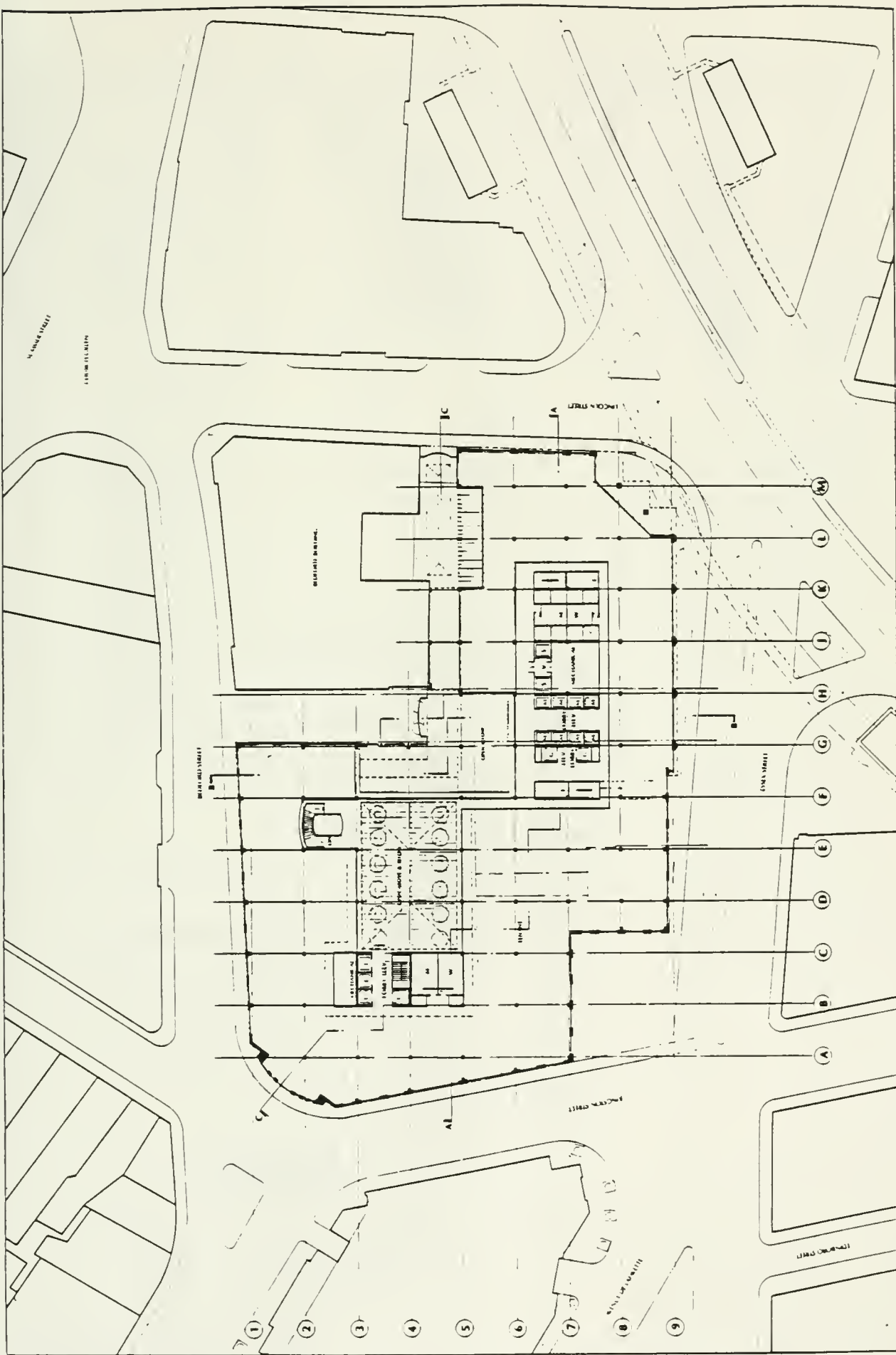




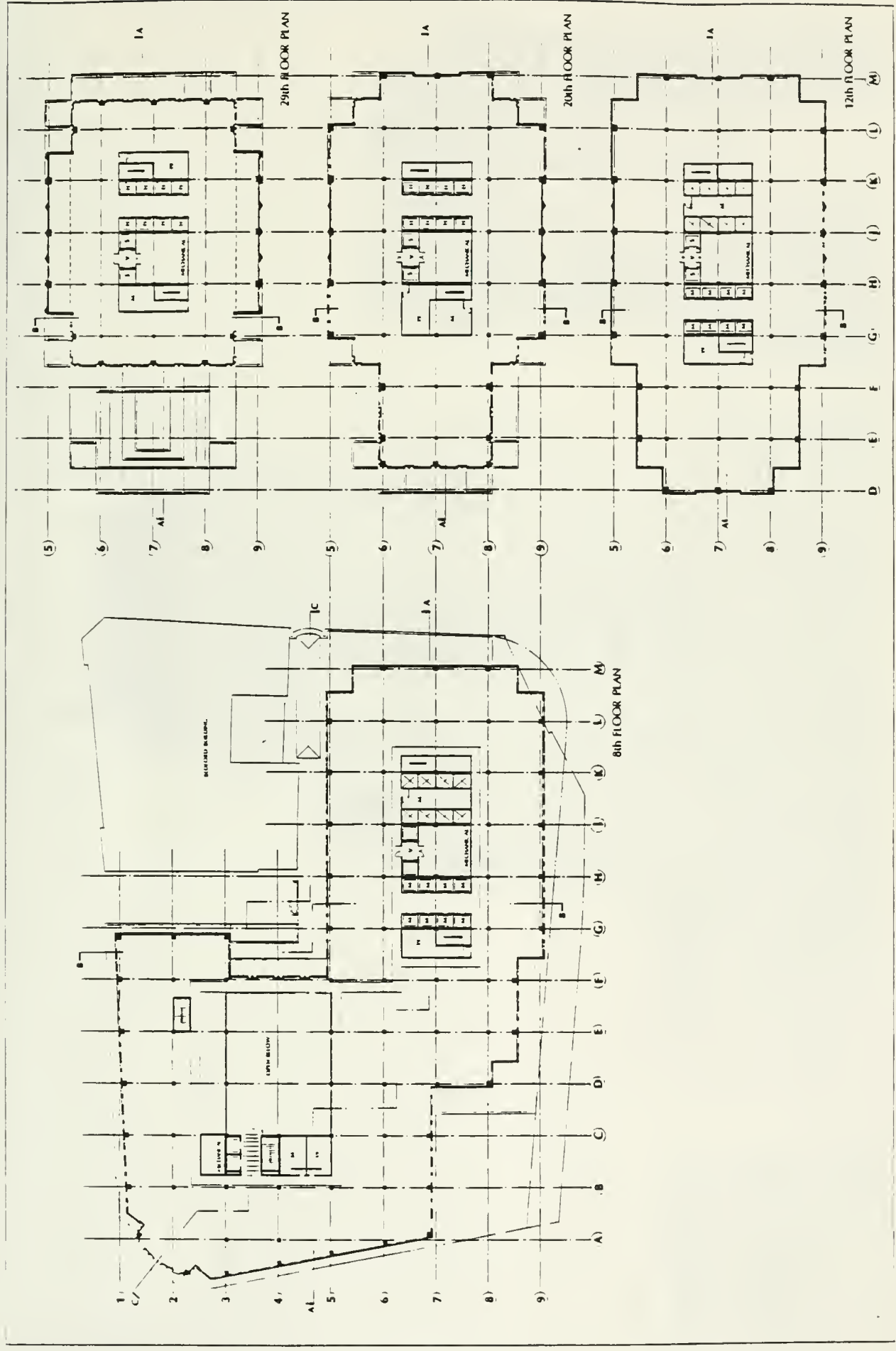






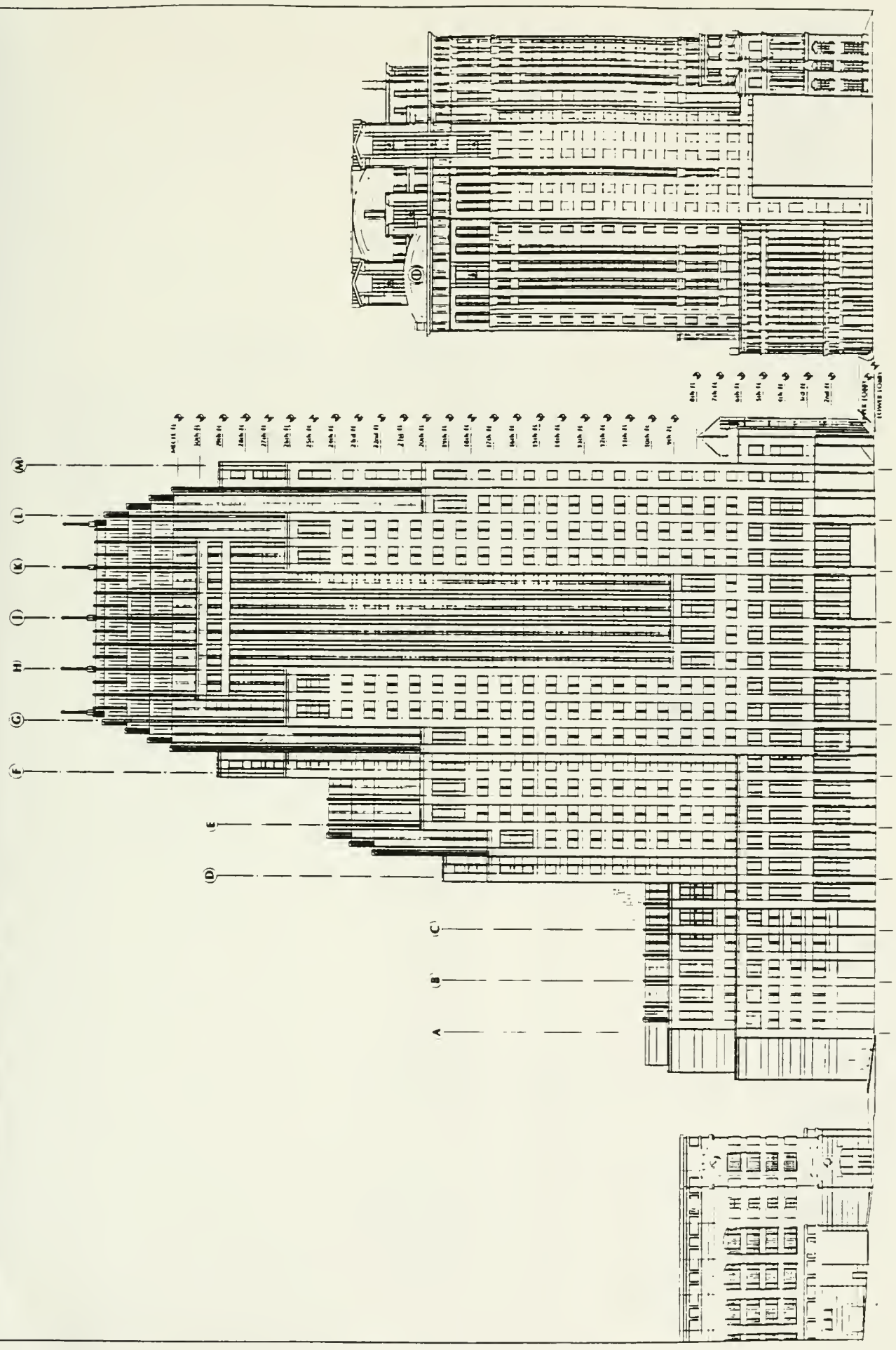








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SOUTH ELEVATION, ESSIX STREET

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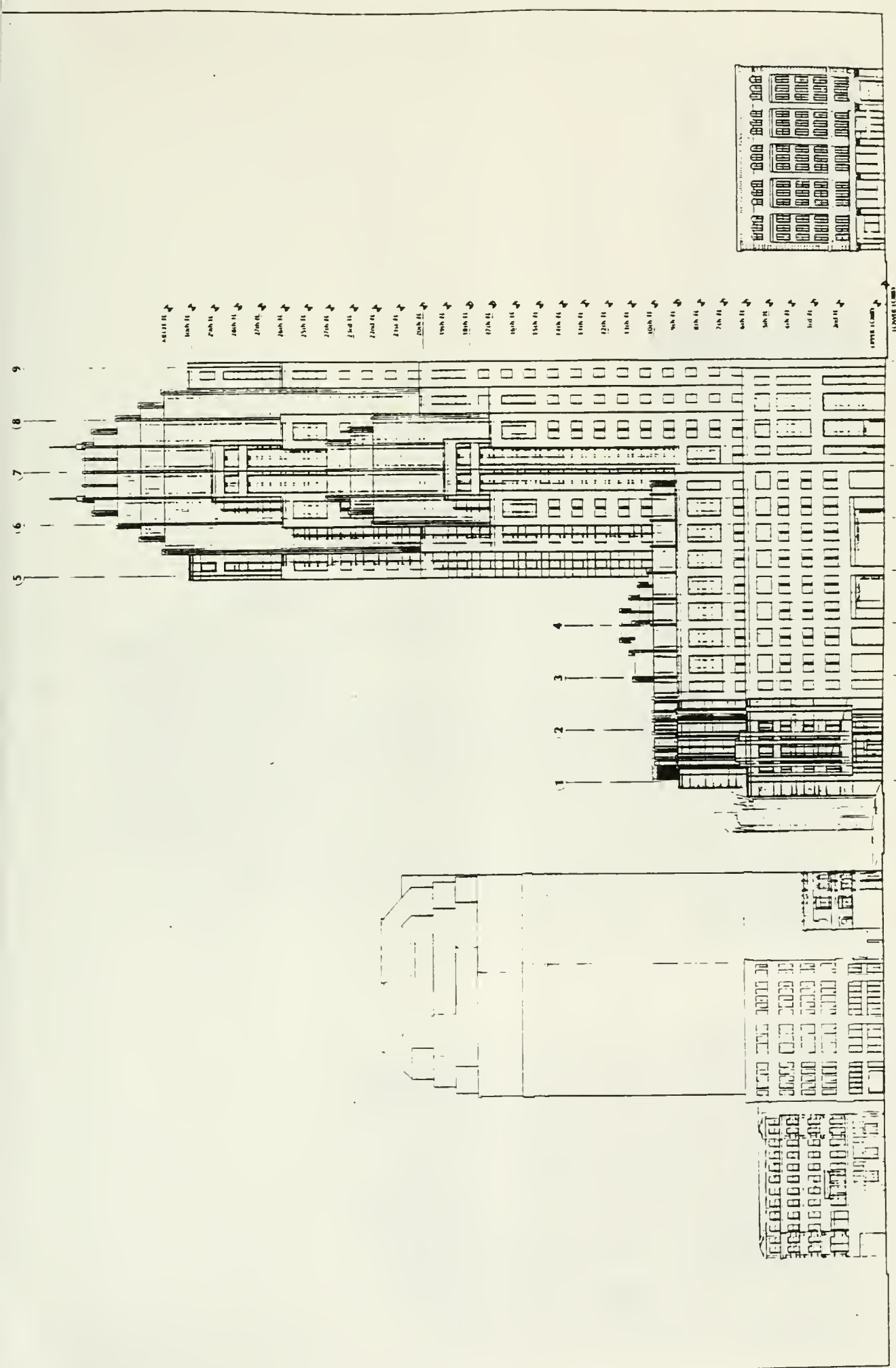




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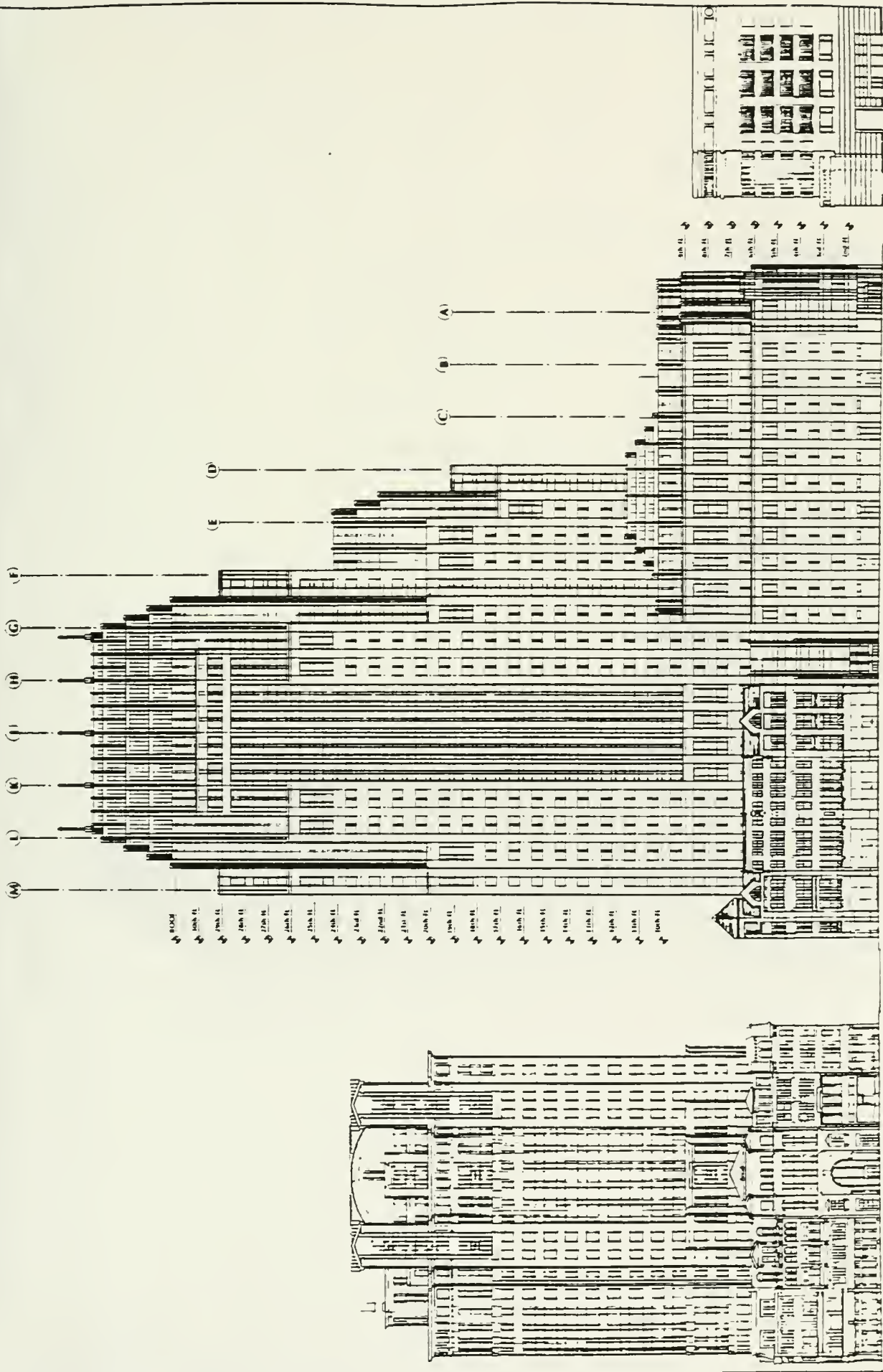
WEST ELEVATION KINGSTON STREET

KINGSTON/BEDFORD DEVELOPMENT PLAN  
BOSTON MASSACHUSETTS  
11 JULY 1988







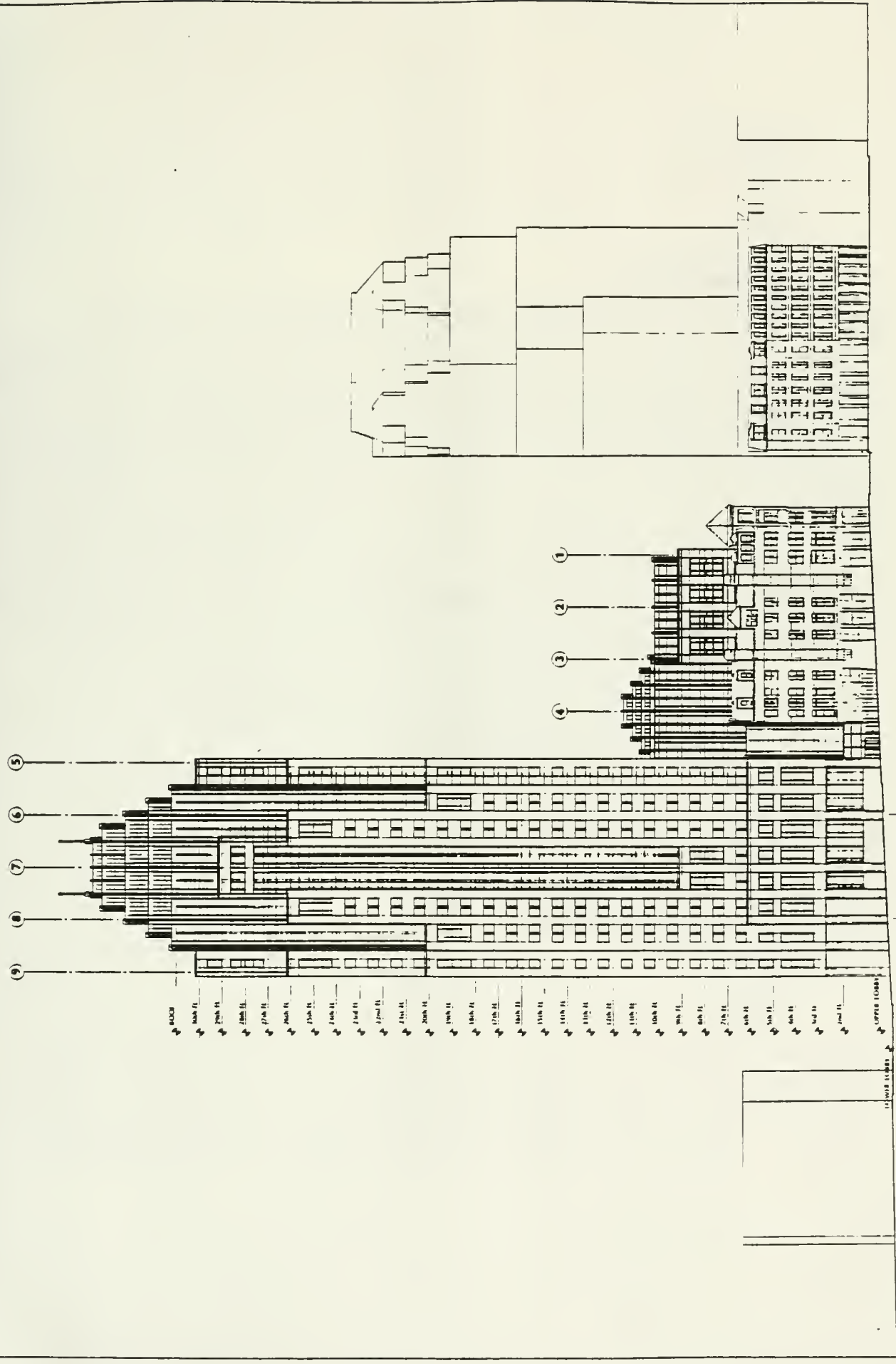




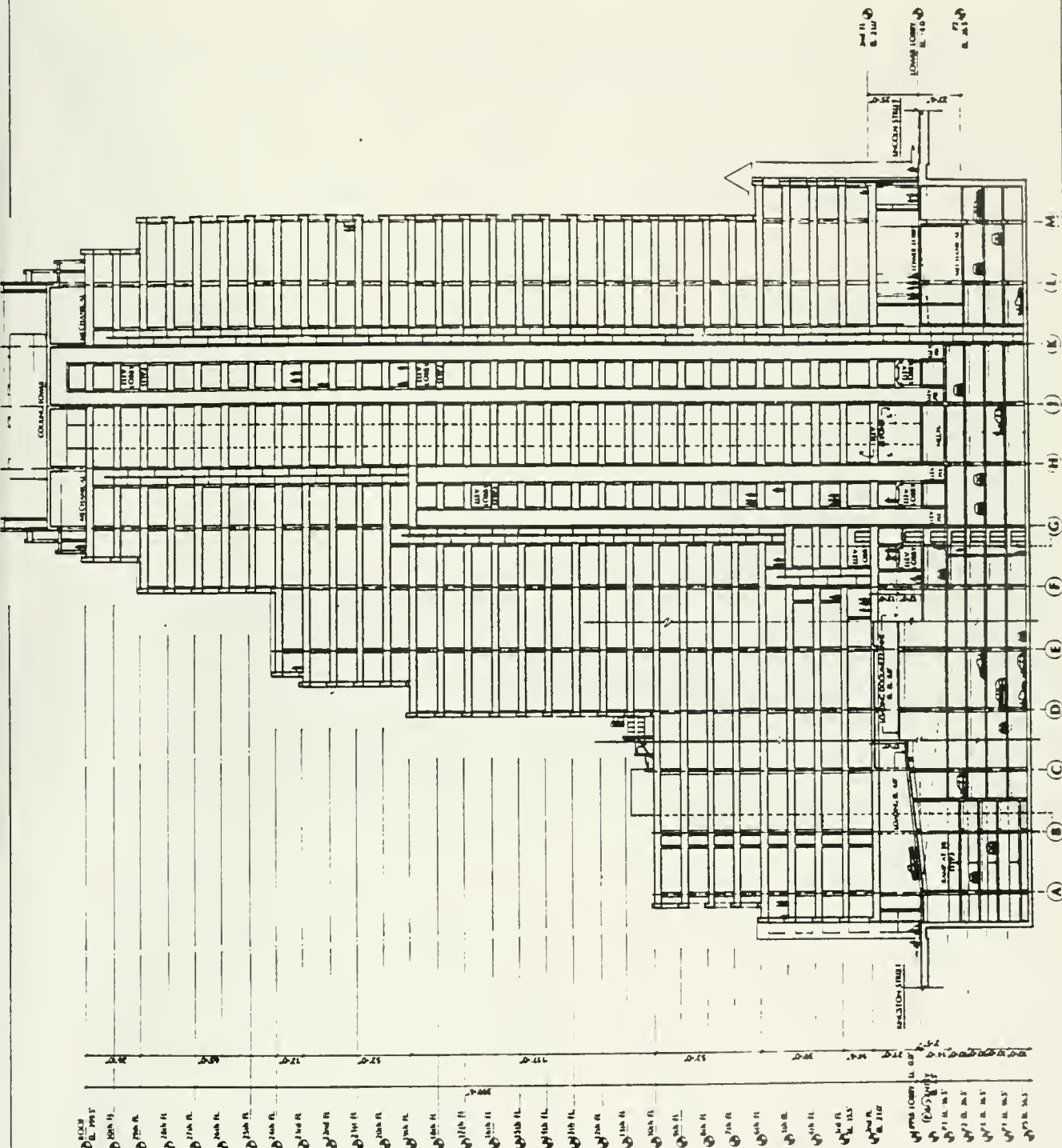
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EAST ELEVATION LINCOLN STREET

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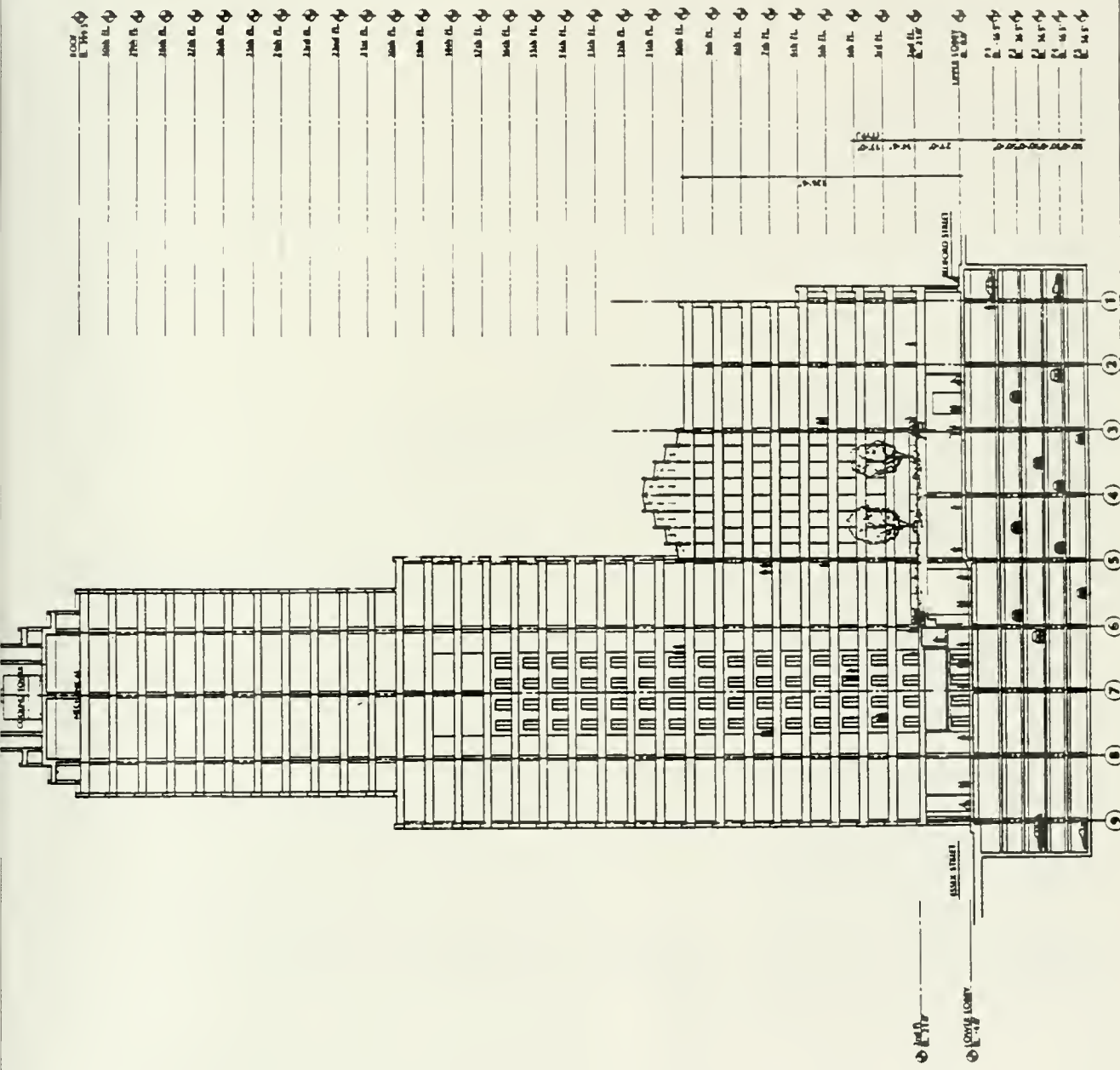
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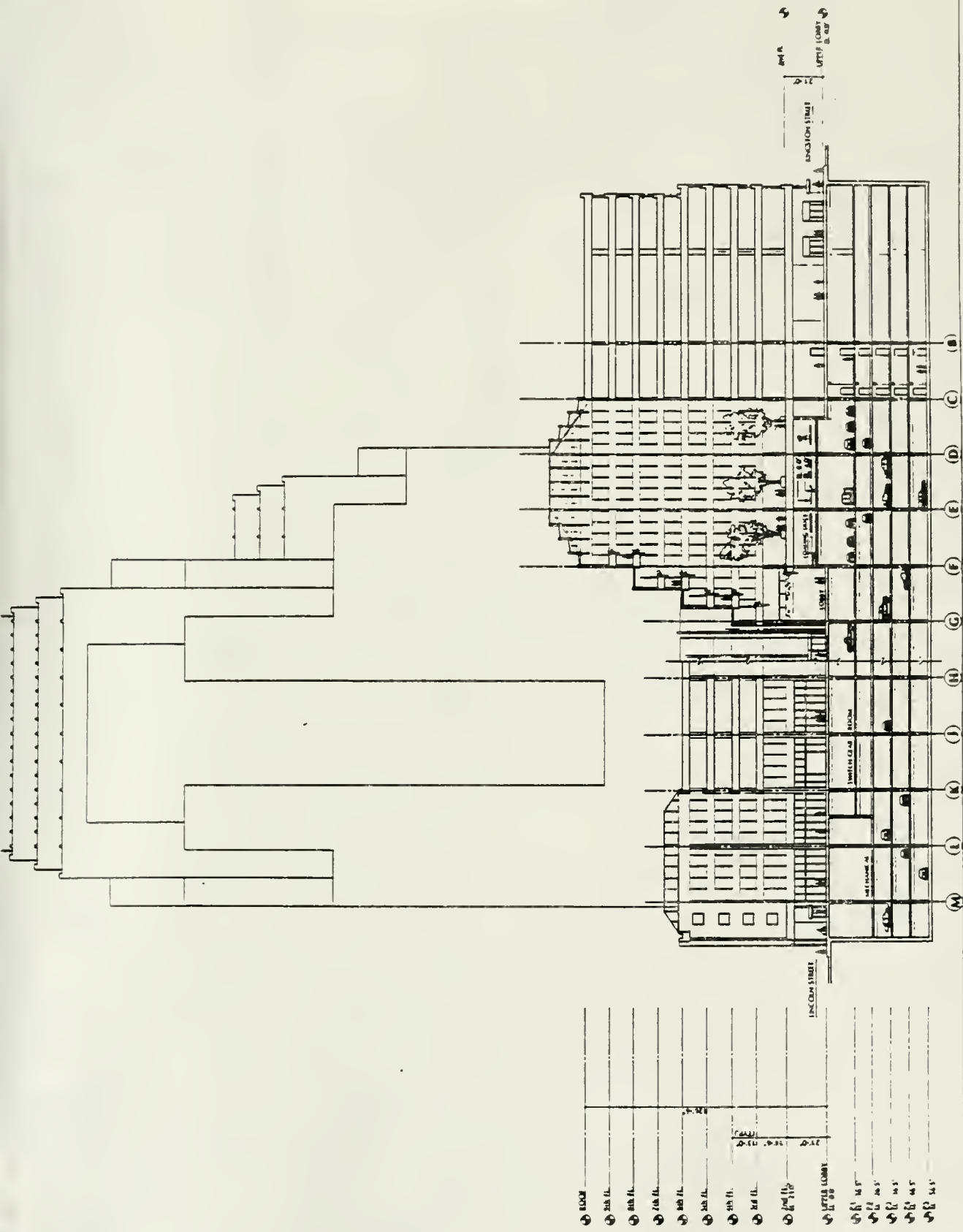
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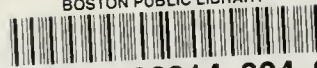
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1. What is the purpose of the study?  
 2. What are the research objectives?  
 3. What is the research design?  
 4. What are the variables?  
 5. What is the sample size?  
 6. What are the data sources?  
 7. What are the data collection methods?  
 8. What are the data analysis methods?  
 9. What are the results?  
 10. What are the conclusions?  
 11. What are the limitations?  
 12. What are the recommendations?





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